

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL TRANSPORTATION SUBCOMMITTEE MEETING

November 29, 2000
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair	Mayor Bill Arnold, Goodyear
* Mayor Elaine Scruggs, Vice Chair, Glendale	Supervisor Jan Brewer, Maricopa County
Mayor Ron Drake, Avondale	* Roc Arnett, State Transportation Board
Mayor Cynthia Dunham, Gilbert	

*Those members not present.

1. Call to Order

The meeting was called to order by Chairman Keno Hawker, Mesa, at 10:05 a.m.

2. Approval of October 11, 2000 Meeting Minutes

Supervisor Jan Brewer moved, Mayor Bill Arnold seconded, and it was unanimously carried to approve the minutes of the October 11, 2000 Regional Council Transportation Subcommittee meeting, as written.

3. Update on Phase One of the MAG Regional Transportation Plan

Eric Anderson stated that a contract was signed and a notice to proceed was issued recently to URS Corporation to begin work on the new Regional Transportation Plan, or RTP. Mr. Anderson stated that the RTP will replace the MAG Long Range Transportation Plan. He said that the new Plan would provide a new policy framework to guide transportation investments over the next 20 years. Mr. Anderson stated that public involvement will be increased to ensure that broad based public input is received. The Plan will integrate with local and statewide transportation plans.

Mr. Anderson stated that the population of Maricopa County is projected to exceed six million by the year 2040. He stated that the majority of the region's freeways and major streets will be operating at level of service (LOS) F by this time. Mr. Anderson displayed a map that indicated the roadways projected to be LOS F in 2040, even with all the projects in the Long Range Plan completed. He commented on the \$9 billion funding shortfall for completing projects in the current Plan. Mr. Anderson noted that creative means for funding transportation are needed. He pointed out that the east valley benefits from a well-defined arterial system. Mr. Anderson stated that one component of the RTP will examine growth in nearby Pinal County, which could impact transportation in the east valley.

Mr. Anderson stated that the RTP will consist of two phases. Work in Phase One will define issues, policies, goals and objectives. A planning horizon of more than 20 and up to 50 years will be used to establish

performance measures and priority criteria. Mr. Anderson stated that plan priorities will be developed, major improvements and corridors will be identified and improvements will be evaluated in Phase Two. He said that the criteria established in Phase One will be used in Phase Two. Mr. Anderson displayed a list of major tasks and milestones anticipated during the drafting of the Plan. Chairman Hawker asked about the coordination between MAG and RPTA. Mr. Anderson replied that the close coordination between MAG and RPTA is an integral part of the Plan. Chairman Hawker commented that construction could be eliminated after 2005 and money put into public mobility. He asked about the governance issue, since some jurisdictions have contributed transit funding and some have not. Mr. Anderson stated that governance would be decided outside the RTP process. Chairman Hawker asked about a cost analysis. Mr. Anderson replied that a cost analysis would be a part of Phase One and could provide options for providing the most mobility for the money.

Mr. Anderson stated that a kick-off dinner with a keynote speaker, followed by four half-day expert panel sessions, held two weeks apart, are envisioned for the expert forums. He mentioned that limiting the sessions to half days was decided to accommodate attendees' busy schedules. Mr. Anderson stated that the expert panel forums would examine external factors and future trends that will affect transportation needs and investments. The forums would also provide an opportunity for the community to understand how these factors and trends affect the region and transportation. Supervisor Brewer asked the date the forums would begin. Mr. Anderson replied that the forums are anticipated to begin in February.

Mr. Anderson stated that topics for the half-day sessions include discussion of demographics and social change, land use and urban development, the New Economy and technology, and environment and resources. He stated that each expert panel will consist of three or four members, including two nationally recognized experts to provide an overview of nationwide trends and an outsider's perspective on issues. Mr. Anderson stated that it is intended that elected officials and member agency staff, business community leaders, and transportation stakeholders will participate in the forums. He stated that GPEC, Westmarc, the Phoenix Chamber, PAG and ADOT have expressed interest in participating.

Mayor Dunham asked if the dinner and forum locations had been determined. Mr. Anderson replied the locations have not yet been determined, but consideration of different locations is important. He stated that it is anticipated that different people would attend different sessions, depending on their schedules and time commitments. Mayor Dunham stated that she liked the concept and agreed it is difficult for people to donate their time. Mr. Bourey stated that the half-day sessions were selected to make it easier for people to attend. He noted that the involvement of the mayors is important.

Chairman Hawker asked the next steps after the forums are held. Mr. Anderson stated that the forums would be followed up with written issue and briefing papers. Mr. Anderson explained about public involvement efforts that would include focus groups, community leadership and surveys. He stated that MAG Associates are being retained to reach out to Title VI groups. Mr. Anderson stated that a similar outreach to the business community is needed. Chairman Hawker suggested phone surveys to solicit continuing input. Mr. Anderson mentioned the possibility of setting up an e-mail database that could be used for surveys. He stated that it has been noted that e-mail responses seem to generate more thoughtful responses than telephone surveys.

Mayor Arnold asked if the Regional Videoconferencing System could be utilized in the process. Mr. Anderson replied that the speech of the keynote speaker would be taped and edited for playback at future presentations. He noted that money has been earmarked for this element.

4. Follow-up on MAG/PAG Joint Meeting

Mr. Bourey stated that a joint meeting of the MAG Executive Committee and the PAG Regional Council was held in Casa Grande on October 25, 2000. Mr. Bourey stated that transportation funding allocations and needs and new additional funding were discussed. He stated that an effort to extend the county-wide sales tax that expires in 2005 as a statewide tax was also discussed. Mr. Anderson stated that the question that many people have expressed is how the November 2002 ballot relates to the RTP. He displayed a transportation milestone timeline. Mr. Anderson stated that Phase One of the RTP began in November 2000, and will be followed by expert panel forums in February and March. During this time, background work with local elected officials on the statewide tax will take place, in order for presentation to the Legislature in April 2001. Mr. Anderson stated that the final report of the Governor's Transportation Vision 21 Task Force is expected in April 2001, and the statewide gathering of Regional Councils in Tucson is planned for May 2001. Mr. Anderson stated that Phase One will be completed in November 2001, immediately followed by the launch of Phase Two and completion by November 2002. He stated that a set of improvements that will motivate voters is needed to provide time for campaigning. Mr. Anderson stated that Legislature could take action in April 2002, and the statewide sales tax election in November.

Supervisor Brewer asked if legislation could be drafted for this session. Mr. Anderson replied that legislation would be needed by this session or the next. Supervisor Brewer asked if it would be offered by MAG. Mr. Bourey replied that has not yet been determined. He indicated that it would be helpful to know the results of the final report of the Task Force first. Supervisor Brewer asked if the legislation could be enacted without a vote by citizens. Mr. Bourey stated that the Task Force has discussed this issue, with different views by different members and no consensus has been reached.

Mayor Dunham noted that the completion of Phase Two coincides with the November 2002 ballot. She asked whether the information resulting from Phase Two would be needed in advance of the election. Mr. Anderson replied that identification of improvements would be known far enough ahead. Mayor Dunham asked about preparation time. Mr. Anderson replied that the groundwork would be done before the campaign. Six months would be available between the identification of improvements and the election in November.

Supervisor Brewer asked if projection of the amount generated by the sales tax was available. Mr. Anderson stated that current year projections are \$260 million and the tax, extended from 2006 through 2025, is projected to collect \$9 billion. He noted that the deficit in the current Long Range Transportation Plan is approximately \$9 billion.

Chairman Hawker commented that MAG staff was working on compiling information on the sales taxes for transportation in other Arizona counties. Mr. Anderson displayed a list of the sales taxes for transportation currently collected by Arizona counties. He noted that Gila County passed a ½ cent tax in 1997. The tax sunsets in 2012 and currently yields \$2.4 million annually. Pinal County passed a ½ cent tax in 1986, sunsets in 2007 and currently yields \$14.75 million. Yavapai County's Board of Supervisors recently passed a perpetual ½ cent tax, of which 80 percent goes to regional transportation, and is projected to yield \$9.4 million this year. Mr. Bourey stated that Mohave County is considering a ½ cent transportation sales tax.

Chairman Hawker noted that the ballot would be considered for the 2002 election because if it is defeated, another election could follow in 2004 before the 2005 tax sunsets. Mr. Bourey commented that during the

next six months, the feelings throughout the state on the tax would be better defined. Supervisor Brewer commented that the legislation would not represent a tax increase for Maricopa County residents. She encouraged pursuing the legislation as soon as possible. Supervisor Brewer extended her compliments to staff on the information provided during the presentation.

5. Governor's Transportation Vision 21 Task Force Update

Mr. Bourey stated that the Task Force is expected to issue its draft recommendations next month. He stated that Needs, Resources and Revenues, Planning and Programming, and Governance are the three subcommittees of the Task Force. He stated that the Needs, Resources and Revenues Subcommittee is charged with determining a list of statewide needs and the revenue sources and to ensure consistent development. Mr. Bourey said that he has not yet seen a draft of the recommendations list. He stated that the Planning and Programming Subcommittee is examining changes to the process used in transportation planning. Mr. Bourey stated that the Governance Subcommittee is examining the relationship between the design, development and construction of projects. He handed out two documents for members' information that were presented at the last Task Force meeting. One of the documents, prepared by Tom Buick from Maricopa County, proposed that the County assume MAG's responsibilities. The other document was prepared by a consultant that outlined centralized and decentralized responsibilities. Mr. Bourey noted that none of the options presented in the documents were particularly well received. He stated that the Governance Subcommittee decided to put together a regional governing authority, a separately elected board that would be responsible for regional transportation projects from the design through development, construction and operations. Mr. Bourey stated that the Task Force would be meeting that afternoon and he would provide an update of relevant information.

Chairman Hawker asked for clarification of the projects included in the Needs, Resources and Revenues list. Mr. Bourey stated that the list would include all transportation modes, but he did not yet know specifically which projects. Mr. Anderson expressed concern that potential projects that are not in the LRTP, might not be included on the list. Chairman Hawker asked whether the list would be discussed at the Regional Councils meeting in Tucson. Mr. Bourey stated that it is hoped that the list would be discussed. He mentioned that he has spoken to the Task Force of the importance of Regional Councils' and cities' support. Dennis Smith commented on the fact that Federal law is very specific that projects need to be a part of the TIP and Plan and pass conformity analysis.

Chairman Hawker expressed the need for the Task Force and MAG to work closely. Mr. Bourey confirmed that has been MAG's position. He mentioned that the Task Force membership was formed with a conscious effort to not include cities. Most of the Task Force members do not have a transportation background. Mr. Bourey recalled that a meeting of the Task Force and the Regional Council was held last year. He commented that discussion is needed because the Task Force is getting close to the end of their charge. Chairman Hawker expressed interest in the Transportation Subcommittee setting up a joint meeting with the Task Force.

Mayor Drake asked if the Task Force's charge would end if the Governor left office. Mr. Bourey replied that the recommendations are expected in April 2001 and this would occur before her term expires.

6. Update on Regional Transit Efforts

Ken Driggs, RPTA Executive Director, updated members on Regional Transit. He commented that it was his opinion that a directly elected board to determine regional transportation projects would be a disaster. He stated that this board could become an entity unto itself. He commented that the RPTA was formed when the tax passed to operate the transit system, and there has not been a regional tax adopted. Mr. Driggs stated that RPTA has been limited by the availability of funds. He said that the individual cities that have passed individual taxes drive the RPTA. Mr. Driggs commented that multi-modalism is being more integrated than in the past. He stated that plans have been modified since 1992, especially because of taxes. Mr. Driggs spoke about the light rail system plans in process. He stated that the RPTA is projecting a potential budget of \$300 million by 2006.

Mr. Driggs stated that examination of commuter rail is needed because much interest has been expressed. He stated that a bus/rapid transit plan that includes many lines throughout the region could be examined. Mr. Driggs stated that communities in California have passed taxes with more than 70 percent of the vote. He commented that it is important for MAG and RPTA to work together utilizing the rail expertise of the RPTA staff and their consultants.

Mayor Arnold asked if the RPTA would be sunsetted if the transportation sales tax is not extended. Mr. Driggs stated that questions have come up whether the RPTA would be dissolved if the 1985 tax is not extended. He stated that the agency would not be sunsetted, but may require additional funding by its members. Mr. Driggs commented on the governance issue with those cities who have contributed funding. He said that RPTA could continue to serve as it does now. Mayor Arnold asked for clarification of the relationship between RPTA and Phoenix Transit. Mr. Driggs stated that the two agencies are located in the same building. He commented that Transit funding is projected to be \$100 million, in addition to some regional funding. Chairman Hawker commented on the anticipated governance issue between transit and transportation if a statewide vote passes. Mr. Driggs stated that he would prefer that the ballot be for Maricopa County alone. He expressed the concern that other communities could defeat the legislation. Supervisor Brewer asked for clarification of the California counties that passed their legislation by greater than 70 percent margin. Mr. Driggs replied the counties were Alameda and Santa Clara. He indicated that study of what others have done could be of great benefit.

There being no further business, Chairman Hawker asked for a motion to adjourn. Supervisor Brewer moved, Mayor Dunham seconded, and the meeting was adjourned at 11:20 a.m.

Chairman

Secretary